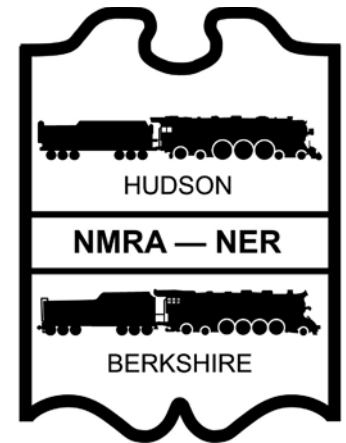


# FORM 19

## The Official Newsletter of the Hudson-Berkshire Division of the NER NMRA



Order Number 321

June 2016

Next Division Meeting Friday, June 24, 2016 at 7:00 PM

**Artie Krass**

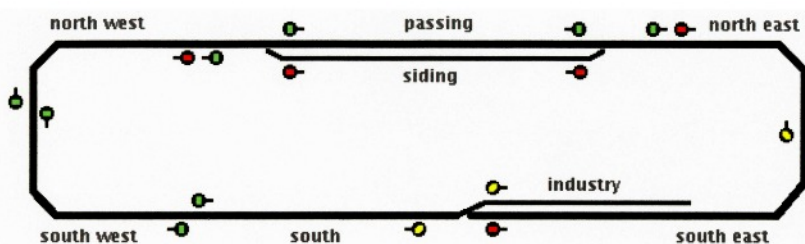
## The JMRI Layout Editor

Malta Community Center, 1 Bayberry Drive, Malta, NY

The Layout Editor builds a "Layout" which is a logical description of your entire layout. A Layout, built with the Layout Editor, can be used for directly controlling elements such as turnouts and signals; indeed many users find it very suitable for this task. However, it is primarily designed for automation and semi-automation within JMRI. For example, you can use the Layout Editor to construct a description of your track and its blocks and signals. The software can automatically work out how to set your signals based on the position of turnouts and whether blocks are occupied, and the rules appropriate to your railroad (i.e., select the signal rules based on different company practices!, and no need to know how to create the rules to link your signals to the state of turnouts, blocks and other signals !). In addition, the Layout description of your railway can be used by scripts such as AutoDispatcher2 to automatically control your trains. There are many other tools within JMRI which require a description of your railroad and the description comes from the Layout built in the Layout Editor. The Layout Editor has many rules built into it about how track is connected, the naming of blocks, etc.. In order to function, there are constraints on the appearance of track elements and how they are used.

The Layout Editor helps you create simple schematic panels, while simultaneously setting up the block and signal logic needed to operate the layout. Its strength is its ability to capture how the tracks are connected, where each block is located and how each signal is related to blocks. It provides the ability to create and customize how the panel panels representing your layout appear on a computer screen, linking these graphic representations to your layout allowing you to have an active CTC dispatcher during operating sessions or set up a dispatcher to manage your layout while you are running one or more trains.

Attend Artie's presentation and have it all explained.



At left: A simple layout with sidings, signals, block sensors, and switch controls created in 'Layout Editor' and suitable for use by other segments of the JMRI family of software to manage the layout during Op Sessions.

[www.hudson-berkshire.org](http://www.hudson-berkshire.org)





## Form19

The **Form19** is published eight times per year for members of the Hudson Berkshire Division.

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in **Form19** in no way constitute an endorsement by the Division.

### Contributing to the Form19

The **Form19** staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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# The Division Point By Artie Krass

On Friday night, May 20th, the twenty plus members attending the talk by MMR Bill Brown on the NMRA AP (Achievement Program) were treated to an informative, and hopefully, inspiring presentation. While I realize not everybody is interested in participating in the AP, it is a facet of the hobby that is open to all modelers, regardless of the scale being modeled and level of experience. I personally am working on accumulating points for the Association Volunteer and Model Railroad Author categories, and have even managed to achieve 87 ½ points on my first scratch built structure, a B&O car float. But more importantly, along the way, I have learned many new skills and techniques during my research and reading about other modelers who have already become Master Model Railroaders or who are still working their way through the Achievement Program. There are numerous articles and blogs on the Internet written by those who are involved in the AP documenting their experiences and helpful hints and suggestions. And of course the biggest source of help and information for me has been right here in our own Division in the form of Kevin Surman, Bob Hamm and Andy Clermont (all MMR's) and, like everybody in the hobby I have met, more than willing to listen and offer suggestions, guidance and inspiration. So no matter how long it takes me to achieve my goals the journey will not be wasted with the knowledge I have gained.

Have I mentioned that we are hosting the 2016 NER's Pacemaker Convention from Thursday, September 15th through Sunday, September 18th at the Desmond Hotel & Conference Center? As of last week we have 74 people registered so far with still three months to go. I know there are a number of you who are planning on attending and have not yet registered and I urge you to do so especially if you are interested in any of the events you need to sign up for or to get the operating session(s) that you would like to attend. Go to the Pacemaker Convention web site ([www.hbdpacemaker.org](http://www.hbdpacemaker.org)) Registration tab to start the process. I strongly encourage all of the Hudson-Berkshire Division members to think about attending the Convention come September. I think that you will find that there will be plenty of activities during the Convention to keep you busy – and again I urge all Division members to take advantage of the Convention 'being in our backyard' and attend.

On Friday night, June 24th we will meet at the Malta Community Center (different room, 102) from 7 PM until 9 PM for our monthly Division meeting. Yours truly will be giving a presentation on JMRI - An Introduction to the Layout Editor. The JMRI Layout Editor builds a "Layout" which is a *logical description* of your entire layout. Look for more information in this edition of the **Form 19** and hope to see you there.

Enough said for this month – happy modeling!

*Artie*

## Visit Report: Spanish National Train Museum, Madrid

By Irwin D. Nathanson

As some of you know, I'm still working and I travel about 50% of the time on business, mostly international. Although I go to a lot of neat places (and some that are not so nice...) I rarely have free time.

Five years ago, my main industry (Air Traffic Control) moved its trade show from Amsterdam to

Madrid. Ever since then I've wanted to visit the Spanish National Train Museum (Museo del Ferrocarril de Madrid) which is located in a historic, but now unused, main line station right within the city center. Well, this past March, I finally had a free day to spend at the museum. Let me tell you just a bit about it..

The museum officially opened to the public in 1984, within the abandoned and refurbished Delicias main line station. Built in 1880, Delicias is one of the finest and most representative examples of Spanish industrial architecture. Train service here ceased in 1971.



Interior view of Delicias without the crowd. The majority of the rolling stock is on the tracks in between the station platforms. Some additional rolling stock is located outside the rear wall but protected by an overhang. Additional rolling stock seemed to be located in covered sidings which extended beyond the area open to the public. A Signal Tower appeared to be fully restored, and perhaps operational, but it was closed-off the day I visited due to the large, market crowds.

When I got to the station, I was in for quite a surprise because the museum was the site of a very popular, weekend public market. There were vendor stalls on all the platforms, right alongside the rolling stock on permanent display. The stalls continued along the outsides of the building, as far as one could see. Everything was on sale...wines, olive oils, artisan breads, clothing, antiques, bicycles, you name it. Someone was playing the guitar. There was a diverse food court behind the station. It was a beautiful, sunny day and the citizens were out in force. It was a real festive atmosphere.

Because it was a market day, admission to the museum was free. That was the good news. But because of all the crowds, the exhibition rooms along both sides of the station were closed. These house displays of railroad memorabilia including clocks, signals, uniforms, dinner ware, etc. Also closed, to my dismay, was their resident HO model railroad which I heard was quite nice. The museum has its own restaurant, suitably housed in a dining car. But this was closed because of the market the day I visited.

*If you get to visit, try being there the first Sunday of the month when the market focuses on model trains!*





As stated on its web site (some of which is available in English), “the museum contains a selection of vehicles and other railway-related exhibits which aim to show the historical evolution of this mode of transport. Its fundamental purposes are to convey the reality of the railway, both past and present, promote an appreciation and understanding of rail transport, encourage railway-related research and enhance the railway heritage, all in the spirit of public service. The recent opening of the Railway History Archive and the Railway Library Consultation Room, as well as the conservation and constant expansion of the Photographic Library, have greatly contributed to the achievement of these objectives.”

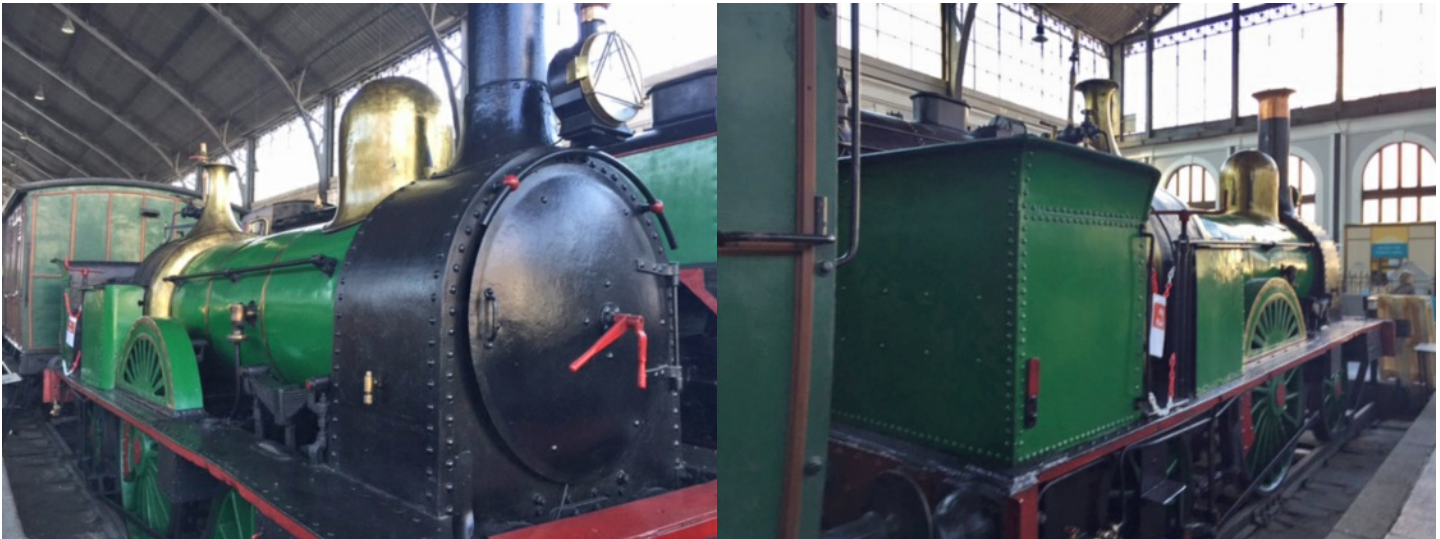
The museum offers the visitor an impressively comprehensive collection of vintage rolling stock including steam, diesel, and electric locomotives. The station’s Central Hall houses a diverse range of

locomotives, freight cars (not too many) and passenger coaches covering more than 150 years of Spanish railway history. The oldest steam loco I saw was built in 1864; the newest in 1956. From what I could tell, all or most of the rolling stock was built in Spain and not imported from Germany, the UK or the USA.

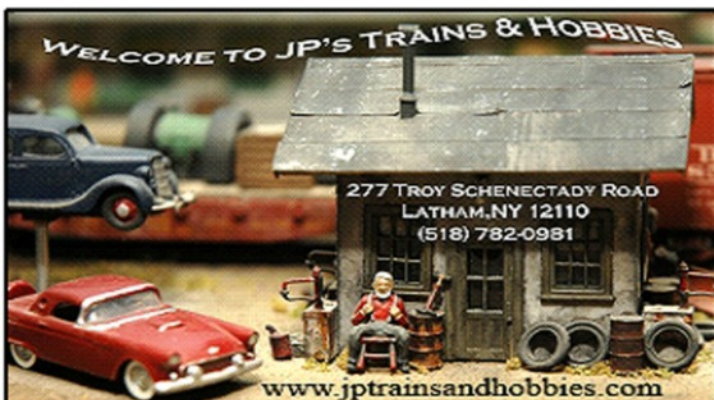
The Museum organizes numerous activities and offers the opportunity to travel between Madrid and the historic town of Aranjuez on an authentic vintage train, the Strawberry Train (Tren de la Fresa), during the spring and autumn months. It also hosts various temporary exhibitions and offers a wide range activities aimed at children and families, such as educational workshop, theatre performances, concerts, guided tours and several open days coinciding with International Museum Day.

[Railroad Museum of Madrid](#)

[Museum plan view](#)



Oldest locomotive in the museum collection, built in 1864. We’ve come a long way!  
Like many early European locomotives, it uses a single piston underneath connected to a crank on the main axle. No thought of protection for the driver.







**Road number 242F2009, newest steam loco in the museum, 4-8-4 Mikado built in 1956. In service until 1974. Mikados were unusual in Europe.**



At left a multi-door passenger car. It was common for European passenger cars to have first class compartments on one end and second class compartments on the other end. That's Irwin peering inside.

European passenger cars had doors on the outside so that the upper class could enter their individual compartment and not have to even pass through the second class area.

European visitors using early American rail passenger services were stunned that everyone sat in the same open area.

To the right is a double ended, very powerful electric loco nicknamed in Europe "Crocodile" (in English) because of the low, flat motor covers on each end of these massive locos. These engines looked the same on both ends and were used in many European countries. They can still be found in excursion and some regular service for historic and nostalgic reasons.

This style has continued and most European engines are dual cab, be they passenger or freight. And in Europe, too, the freight trains predominantly run on the passenger lines and have to maintain speeds so they don't interfere with passenger traffic. See more pictures in the online edition.







## Rapido Trains has a Passenger Car.

“Well, of course,” you say.”They sell all sorts of passenger cars.”

Actually, I mean they own a passenger car. They bought one. They are restoring it so it can be used in excursion service. Besides making and selling model trains, most of the people of Rapido Trains are rail fans. So the CEO and Founder, Jason Shron, and the board of Directors decided to buy and restore a passenger car than had been used on the CN and then sold to Via.

The history of the car, as stated by Ozark Mountain Railcar (the selling agent) in the online description is as follows:

Built in 1952 by the Pullman Company as a 8 duplex roomette, 4 double bedroom, 4 section sleeper for the Canadian National Railroad. Car operated system wide on CN especially on the "Super Continental" between Montreal & Vancouver. Sold by CN to VIA Rail in the 1970's and was retired by VIA in 1995 and later sold to the Bangor & Aroostock Railroad for use in their business train. The car was never rebuilt and eventually sold into private ownership. Some of the mechanical details include: Good to fair body (car has been tagged by vandals), OSSH trucks, APEE bearings, good wheels, D-22 valves, DC electrical system, steam heat, DC air conditioning, E couplers, very complete interior, cast shoes, CAN-CAR trucks.

So, because the car, the 'Edmundston,' had a Canadian background and Rapido Trains being a Canadian company, when it came up for sale bought the car and went to get it someplace in Georgia in July 2015. The car had been sitting in one place since 2003, so some work had to be done to get it ready to ship back to a rail yard in Orangeville, Ontario for restoration. Because the car had “been tagged by vandals,” they were prepared to remove the broken windows and replace with plywood and give the car a quick over spray with some nice blue paint. They had a qualified inspector to help them and he determined that those “good wheels” mentioned in the description were not. Four replacement axles cost more than they paid for the car. There were also temporary repairs to the floor and roof. But after more than a week of work the car was ready to go back to Canada. Once restored it will serve with the Credit Valley Explorer tourist train, running from Orangeville to Brampton, Ontario and return, on tracks and trestle over the Credit Valley. See [www.creditvalleyexplorer.com](http://www.creditvalleyexplorer.com) for more information.

It took six (yes 6) weeks for CSX and CP to get the car to its destination. And CSX damaged (and roughly repaired) one diaphragm end. As with many of your layout projects, it doesn't seem that the car will be ready for service in Summer 2016.

Check out progress at [www.rapidotrains.com](http://www.rapidotrains.com). As they said on a video, “We had no idea what we were getting into.” Another comment was, “A lot of people have said that we are nuts. Unfortunately, our recent actions have done little to repudiate this notion.”



This is what the 'Edmundston' looked like in 1979 when it was VIA Rail 'E' Sleeper 1115.

Note the CNN Toronto tower in the background.

The car was normally used in trans-Canada service.



This is what the 'Edmundston' looked like when it arrived at the Orangeville, Ontario, Canada yard on September 4, 2015. The car had been roughly sanded and sprayed with blue paint, window frames removed and replaced with plywood panels, floors had been patched, and, oh yes, all four axles had been replaced. The lettering on the side gives reporting mark of ORXX, car number 1115 and states which end of the car has the hand brake.



This picture shows some of the interior of the car in May, 2016. Obviously a lot of cleaning and repair work has taken place. Rapido Trains has been searching, and has an internet ad, for more carpet for the car that matches the original – which appears to have cleaned up fairly well if one expands the picture. Note that the lights are functioning. They hope to have it in service by September, 2016.

So, do you have a passenger car on your layout?

But, you say, I am modeling a small branch railroad that just handles freight.

That's not a really good excuse for not having one.

Railroads were the first large companies in this country and so used a passenger car or two for office cars so that the company management could see what was going on throughout the extent of the operation. An occasional visit made sure that everything was as people were reporting it to be.

The passenger-car-become-office car is still an important part of many railroads.

If you are modeling a branch with tighter curves and a long passenger car won't fit, consider the combine car. It was part small passenger car and part small package freight service. The Norfolk & Western RR's Abingdon Branch (Abingdon, Va to Todd, NC) had daily freight service with a combine car at the rear that provided the people of that area with passenger service, albeit not on a tight schedule. Many other railroads, standard and narrow gauge, used the combine car.

Some model companies do have model combine cars of modest length (60') as well as longer, more modern, units. Or you might consider the challenge of scratch building or kit-bashing one. That's a Rivarossi 60' NYC combine car in HO. below.



Now you might be somewhat of a purist and insist that your freight railroad have a caboose on the end. Well, put a cupola on the top of your combine car.

That's ridiculous, you say. Is it? Take a look at the real thing, and the model derived from it.



No idea why the tall chimney on the cupola!





Last month we brought you some pictures taken by Associate Photographer Tom Plesnarski at the Fine Scale Expo early in April. We bring you a few more of his fine photos hoping they provide awe and inspiration.



More of the building in the May *Form19*. The loading dock along the track does not appear to have vehicle access or a worn footpath so it is for direct loading/unloading to rail car. It does not look like it handles large items.



Here is a produce warehouse that would look great on almost any layout - vintage or modern (just change the vehicles). A small operation for a not so large community. Neatly detailed with not a lot of clutter around it.

Tom has captured the amazing brickwork of the structure in the photo at left. Be sure to look at it on the division website so that you can see that the brickwork is not uniform - mortar lines vary and weather has had its effect.

A bushel of apples goes into the black pickup.





## Some Area Rail Activities this Summer

Saturday June 25 is Vermont Train Day in Burlington. The Amtrak exhibit train (engine in historic paint scheme plus 3 cars) will be on display 10am to 5pm.

Saturday July 23, the Champlain Valley Transportation Museum of Plattsburgh, 12 Museum Way, will host an open house fundraiser of its model train layouts including the large HO Plattsburgh Model Railroad Club layout. In addition, 8 local home model railroads will be open: 5 in Plattsburgh, Chazy and Morrisonville from 10 – 3; 3 in Peru (one from 9- 1, the other 2 from 11 to 3). Tickets are \$15 and available at the Museum from 9am to noon on July 23. I suspect that these are some of the same ones we have lined up for the convention but there appear to be others too. A layout booklet is provided with all the pertinent info. More info is available from Dick Soper 518-593-8508 or Henry Morlock 518-561-7674.

September 10-11 White River Junction Glory Days Festival – Saturday 10-4, Sunday 10-2. Details at <http://vtglorydaysfestival.com/>. Usually NECR(G&W),

VTR, Amtrak have power on display while VTR does excursions. There is also a small train show at their school.

Hoosac Valley Train Rides operated by the Berkshire Scenic Railway Museum using a Budd RDC. Starting on Saturday, May 28, trains will depart from North Adams on Saturdays and Sundays at 10:00am, 11:30am, 1:30pm and 3:00pm for a one-hour, 8-mile round trip aboard our vintage 1955 Rail Diesel Car. Trains will also operate on Memorial Day, Independence Day, Labor Day and Columbus Day. <http://hoosacvalleytrainride.com/>

The Adirondack Scenic Railroad has train rides from four different stations throughout the Summer. The ride from Utica to Thendara operates Thursdays & Saturdays July 9th – August 27th, 2016. Trip Itinerary: Depart Utica at 9:30am and arrive in Thendara at 11:45am, enjoy Thendara and then Depart Thendara at 4:45pm arrive back in Utica at 7:00pm. <http://www.adirondackrr.com>

Sadly, the Catskill Mountain Railway out of Kingston, NY is no longer in operation.

Location - Location - Location  
Artie Krass' presentation on the NMRA Achievement Program will be given at the Malta Community Center, One Bayberry Drive, Malta, NY. This is the first building on the left after you enter Bayberry Drive from Route 9.

Route 9 is east of Exit 12 of I-87, through some roundabouts, then North on Route 9 at the third roundabout. Bayberry Drive is the first left past Allerdice Hardware. If coming south on Route 9, Bayberry is the first right past Cocca's Motel. Promptness is appreciated as we only have the use of the Community Center room for a limited amount of time.



Support the Hudson Berkshire Division and the people who are working so hard to create an interesting and memorable the regional Pacemaker Convention by registering for the convention. You can do so on line or print out the online form and mail in your registration noting your choices for operating sessions, clinics, and dinner.

Do you know of a great place for watching trains or of a rail related activity taking place this summer? If so, please share the information with the **Form19** and with fellow members at the meetings. We would all like to know of such opportunities to enjoy our passion just a bit more. Have you taken a picture of something that might be neat to recreate on a layout? Share that, too, to encourage other modelers. That's why we have pictures from the Fine Scale Model Expo in this issue.

The May presentation on the NMRA Achievement Program by Bill Brown was well attended and very enlightening. As we listened to Bill, it became apparent that many modelers have been applying what they have learned in working towards one of the many program certificates to their own layouts. Each certificate program is like and 'independent study program' guided by an individual mentor. The best way to learn.



Hands-On Clinics  
Layout Visits  
Operating Sessions  
Prototype Tours  
Fan Trips  
Banquet  
On-Site Modular Layouts  
Raffle in support of Toys for Tots  
Spouse Activities  
AP Contest  
Models Showcase  
More...

# SAVE THE DATES!

The Pacemaker  
2016 North East Regional Convention  
Desmond Hotel and Convention Center  
Albany, New York

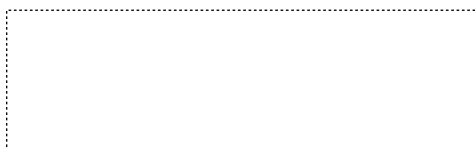
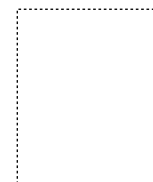
**September 15 – 18 2016**

A Taste of the Division  
A Toast to the Region

Sponsored by the Hudson-Berkshire Division

## FORM 19

Hudson Berkshire Division  
PO Box 83  
Clifton Park, NY 12065-0083



First Class Mail





This is a streamlined, self-propelled (diesel) passenger car; something like a Budd RDC.

Single self-propelled passenger cars are still used throughout Europe today to provide passenger service to areas where ridership does not warrant a multi-unit train.

There is no date available for this car. You can see that appearance was important even when this unit was made.

RENFE is the state-owned railroad in Spain, passenger and freight. Something like Amtrak + Conrail.

Loco 9-595-010-8 ("Spanish Fast Train") was built in Spain by Fiat in 1962. These super-charged 12 cylinder units boasted cruising speed of 120 km/h (72 mph).

Passenger area behind the motor seated 56 first class and 72 second class passengers, both areas service by a cafeteria and galley. These locos were typically consisted with one other loco. The last unit ceased service in 1994.



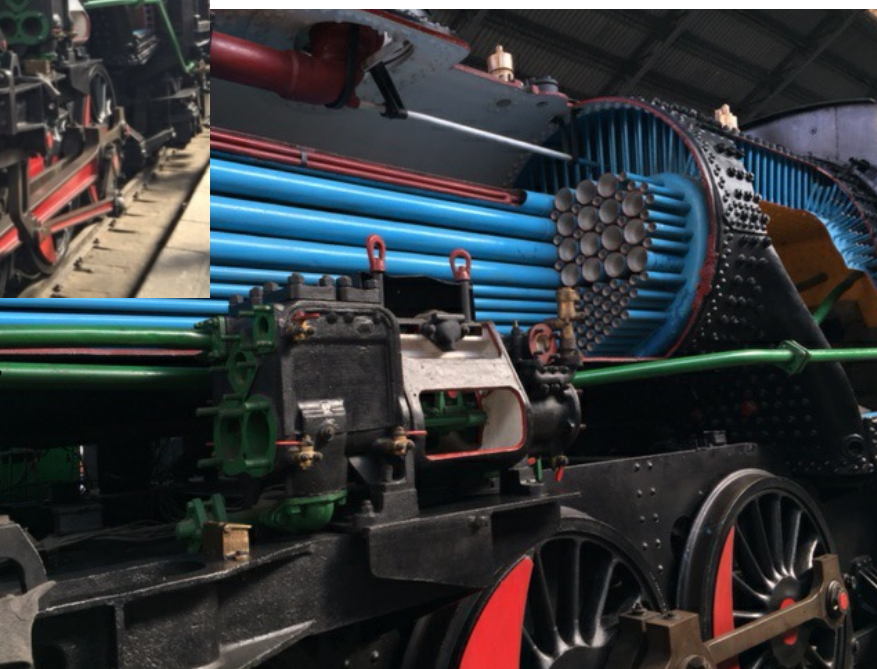




People outside and inside. The museum regularly schedules events to attract visitors and increase their awareness of the museum, its artifacts, and the history of railroading in Spain.



Beautifully cut away and color coded Mikado built in 1960. In service until 1975, the last year of mainline steam in Spain. A large labeled diagram alongside the loco explained how steam locos work. Unfortunately, all the signage in the museum was only in Spanish, unlike the world-famous Del Prado art museum not far away where everything is also labeled in English and other major languages.







A private railcar of considerable vintage on display with the interior set as it would have been for the owner. Elegant!

Private railcars were the equivalent of today's 'private jet,' but with a bit more space.

Obviously this is where the term "private varnish" originated.



This is the control station for that large electric engine - the Crocodile.

The brass wheel with the handle is the throttle. European engines still use the rotating wheel to control speed in both diesel and electric machines. They were used on steam, too.